



NATIONAL TRANSPORTATION SAFETY BOARD - **Public Hearing**

Conrail Derailment in Paulsboro, NJ with Vinyl Chloride Release

GROUP	2
EXHIBIT	
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Agency / Organization

Federal Railroad Administration

Title

FRA Report of Interview

Supervisor of Structures

FEDERAL RAILROAD ADMINISTRATION

Report of Interview

Person Interviewed

NAME: Ryan Hill
ADDRESS: Consolidated Rail Corporation

CITY: ** PII **
STATE: ** PII **
ZIP: ** PII **

PHONE: OTHER:

OCCUPATION: Supervisor of Structures

Date of Interview: January 18, 2013

Place of Interview: Conrail Engineering Office; Mount Laurel, NJ

Others Present: Les Fiorenzo, FRA Regional Administrator
Robert Tomaszewski, FRA Railroad Safety Inspector (OP)
Janet L. Scagnelli, Conrail Associate General Counsel

Interviewed By: David R. Killingbeck, FRA Chief Engineer - Structures

The above person was interviewed relevant to an investigation being conducted by the Federal Railroad Administration (FRA). The following statements, and/or comments, are provided as part of this investigation, and although not verbatim, accurately and fully reflect the statements and/or comments of the participant.

This interview was conducted as follow-up to previous interviews of Mr. Ryan Hill that were conducted in conjunction with the National Transportation Safety Board (NTSB) on December 2, 2013 and December 4, 2013 and subsequently transcribed. The purpose of this interview was to gather additional pertinent information relative to the Conrail Paulsboro, NJ derailment that occurred on November 20, 2013. This accident has been assigned FRA File # HQ2012-39.

Mr. Hill stated that he is relatively new to the position of Supervisor of Structures. He began shadowing the prior supervisor, David Ohr, during August 2012 and ultimately assumed full supervisory duties during October 2012.

Mr. Hill indicated that he accompanied Mr. Hans Heidenreich to the Paulsboro movable bridge on two occasions, November 13, 2012 and November 20, 2012, for the purpose of troubleshooting an apparent increase in the number of operational failures. Mr. Heidenreich is Conrail's contract engineer responsible for the development and implementation of the programmable logic controller (PLC) based control system utilized for the automation of the swing bridge.

Mr. Hill indicated that he spoke to Mr. Heidenreich by telephone the day after their November 20, 2012 visit to the bridge to advise Hans that the programming change that had been implemented the day prior had not eliminated the problem of the bridge failing to open automatically after the passage of a train. During this telephone conversation Mr. Heidenreich recommended that Mr. Hill speak to the owner of the marina adjacent to the bridge in order to obtain the owner's consent to stop operating the bridge prior to the December 1, 2012 statutory seasonal closing. The reason for recommending the early closure was to allow Conrail to inspect and evaluate the electrical wiring on the bridge for any adverse effects caused by Hurricane Sandy.

Mr. Hill stated that he considered Mr. Heidenreich's recommendation but did not act on it. He did not contact the marina owner, the U.S Coast Guard, or otherwise attempt to implement the recommendation. He also indicated that he did not discuss this recommendation with his managers.